Commercial Advertiser

SATURDAY APRIL 22, 1882,

GENERAL POST OFFICE. HONOLULU, April 13, 1882. SIR,-May I be allowed to ask space in the columns of your valuable journal for the in-

POSTAL SERVICES.

After careful perusal of the meanscript, I great value to the public.

I have the honor to be, Sir, your obedient servant.

JOHN M. KAPENA.

Postmaster-General. Inlu, H. I.

VERSAL POSTAL UNION.

INTRODUCTORY-NEW DUTIES IMPOSED ON THE ADMINISTRATION BY THE UNION.

To the Honorable Postmaster-General, Honolulu : Srs.-The constitution of the Universal Postal Union-now really universal, for, outside of the Australian colonies, only two civilized countries, Bolivia and Costa Rica, remain out of it-has justly been termed the most wonderful and most important event of history. It would be useless here to insist on the advantages which have caused the success of the Union, and realized the difficult task of blending and harmonizing the different, sometimes conflicting, interests of so many nations. These advantages are chiefly that all the members are placed on the same footing, no matter what may be the difference of population, territory, or wealth; and that the same regulations are applied everywhere with the same guarantees for the public.

all the postal administrations who participate in it have been enticed, if not morally bound, to constantly opposed. Hence, new prospects and duties are imposed on all the Administrations. who vie with each other for modifying their old internal regulations, so as to make them accord with the new international ones, and for introducing entirely new features, beneficial both to the State and to the public. The progresses of one impose themselves on all the others, and now, in this branch of public services more than in any other of our modern times, the adage is found true : "He falls back who does not keep

up progressing." which is actually the study of all the improve ments the postal services here are susceptible of. The sentiment of this obligation has led you to ask me to study the different features of the postal services abroad, and signal the points which might appear susceptible of being imitated or introduced in the Hawaiian service, at once or Makiki and Manoa, up to Kamoilili Church.

This task I now undertake, after a careful examination of the Regulations of the different States, and a diligent perusal of the valuable documents and information contained in that excellent organ of the Universal Postal Union, the journal L' Union Postale, published at Bern with much talent by the worthy "Bureau Inter-

The most remarkable feature of the modern post-office is that, whilst the main object of the estitution was and is still the safe and rapid listribution of letters and correspondence of all nature (the true "mail matter"), the actual tendency of the times is to adopt and include in its services anything, which, under the shape of presenting more adequate intermediary for communications between the public, will also produce fees or commissions, in fact anything which will be a gain of money to the Administration as well as a benefit to the people.

Thus, we have seen the postal transactions, from the simple act of carrying letters, gradually

1—To distributing articles of value, papers, small samples, larger packages of merchandise; 2—To collecting drafts, bills, etc., and taking subscriptions to national and foreign publica-

emitting letters of credit, Accordingly, to follow the universal moveeral is not only to astend to the perfection of the workings of his department, but also to be on allowed to adopt any idea or suggestion which in pondence being immediately and surely deaccomodating the public and helping the com- livered. merce and transactions of the country, will also be a source of revenue for his department. Here, however, according to modern views, and who, notwithstanding, have their work done the purely financial side of the Postal Administration, the ambition of keeping the receipts in advance of the expenses, ought not to be the chief object of a Postmaster-General's attention, and this is specially true since the Universal number of subscribers, by giving up their pre-1st. That experience has already shown that this depression — in an otherwise well-organized administration—is very soon ended, the advanthe resulting from it very quickly increasing the revenue so as not only to cover the expenses, but to bring in a constantly increasing net profit to the Government. 2d. Because the advantages derived to a nation from increased postal facilities are such that it is a question, not only whether all the receipts of the service ought not to be expended for the use and improvement of of getting the change, I shall remark that in the same, but also whether it would not be bet- British India, it is forbidden to the letter-carriers fection, even at the cost of a deficiency, inas-much as the taxes paid by the people for this purpose would be the most equitable of all government taxation. Thus the journal L'Union | carried back to the office and kept until the next Postale says : "The fact of raising or reducing distribution the postal rates or the postal expenses is a financial question which concerns the Govern- stock of usual postage stamps, which they sell ment more than the Postal authorities, for it to meet the public wants. belongs to the Minister of Finance to know whether in order to maintain the financial balance of the Budget, the Post must be a source properly be a charge on the State, similar to the cay, the Navy, the administration of Justice, been a paying stitution, and nevertheless, even in the poorest St. the governments think it their just duty to keep it up and improve it as much as possible, and identity the people cheerfully pay their share of a for this purpose. Thus Greece, Russia, and alle have a yearly deficit in their postal services, in the United States have. The modest here as worn public servants, and eventually may be called on outside of their service-hours to lend a hand to the police forces.

LETTER BOXES.

The institution of postal letter-carriers in Honolulu would naturally lead to the introduction of isolated letter boxes, to receive the letters to be mailed or distributed in town. These degrees of degrees of degrees of degrees. try did not hesitate to venture into perhaps towns, the their daily round trips, though in large try did not hesitate to venture into perhaps towns, the aginess is often independently done by postal agriculture different from the letter-Postal Union. I don't expect however, that in

generally.

INTERNAL SERVICES, -- MONOPOLY. tions the exclusive right of carrying and dis-tributing the correspondence of the public, and would help the work of clerks) by merely re-

Hawaii the present situation will be much changed by the accession to the Union. New

from the experiences of other countries. Many

other desirable features and propositions will

where the Post-office does not afford the public | and when the office is closed. all the means of satisfactory transmission. The next question is the treatment of the mails on their arrival and departure.

RECEPTION OF MAILS. It does not seem that anything can be sugsertion of the accompanying treatise on postal from the steamers. The mails are sent for as matter. As to what regards the material posimatters from the able pen of our townsman, Mr. soon as the vessels are within reach, and landed tion and welfare of the postal servants on the agement of the boats, the crews of which well | the postal forces. deserve the thanks of the public, especially in deem that the publication of the same will be of cases of bad weather, late arrivals, etc. The sorting also seems to be conducted with intelligence and so as to employ the activity of all the forces

Only one thing might be suggested to alleviate the unavoidable crowding of the public at the To the Honorable Walter M. Gibson, Editor of distributing windows on mail days, when every the PACIFIC COMMERCIAL ADVERTISER, Hono- person who has not the privilege of a letter box s eager to be served first. This would be to follow on a very small scale, the example of all large towns, where one distinct distributing DUTIES, SUGGESTIONS, AND INNOVA- window is attributed to each letter or a couple TIONS RESULTING FROM THE UNI. of letters of the alphabet. Here, the actual distributing window at least, if not the two front windows might, by some outside perpendicular railings to separate the public, be divided into two sections, and a certain number of letters of the alphabet, indicated outside on the top of the window, to be attributed to each section, with a special clerk in attendance, whose duty it would e not to serve people calling for their letters at the wrong window.

HONOLULU LETTER CARRIERS. The next thing well worth the most urgent attention of the Government would be the distribution of mail matter in town by distributors or letter-carriers :

"That the employment of a sufficient number carriers—to ensure frequent communications, by post, between residents of a town covering a ge extent of territory-always results in a large profit, has amply been demonstrated by experience; 'Furnishing the means whereby correspondence may be readily distributed, acts as an incentive to the writing of letters which The first general result of the Union is, that otherwise would have remained unwritten; 'The free-delivery service, as a whole, has become (in America) a source of revenue instead adopt the best improvements and extensions of an item of expense." "-Such are the terms which may exist in any other country, and even in which the town-delivery system is characto accept things to which they had hitherto been | terized by Postmaster-General Th. L. James, -It is superfluous to enumerate the disadvan-

tages of the actual state of things here, but it will be proper to say that Honolulu is, in this respect, in a worse condition than the smallest village in Europe; and I think that, if not an be a most successful and, at any rate, interesting experiment to undertake the distribution of The entrance of the Hawaiian Kingdom into the whole of Honolulu territory, town and America, or again of the Indian Carrying Agency, the Universal Postal Union has, consequently, suburbs; these last being exactly the parts that or "bullock train." It does not seem imposthrown open on the Administration you so ably, would be the most benefited, and would give the sible that in a short time some of those messenintelligently, and progressively direct, these new decided wants of all the residents who live the most travelling roads of the islands, between the most decided wants of all the residents who live the farthest from the center of the town.

Avenue, up to Queen Emma's residence; Palama. up to Three-mile House; Waikiki Beach; and To begin with, two letter-carriers on horseback might be deemed sufficient for the work; and if the Government were unwilling to furnish or maintain horses, I shall very earnestly call the etter-carriers, who hitherto made their rounds rtion the distribution of the mails, TRICYCLES, , three-wheel velocipedes, have been furnished the postal department to the carriers. Trides have also been adopted with success in lifferent cities on the European continent, and I pe that after such examples and authorities efore us, I shall not be deemed visionary, to suggest that the thing might be tried here with just as much reason, on the level streets and good roads of Honolulu. Velocipedes are, to say the least, as fast as horses, they do not require feeding and they are not supposed to break as often and as irremediably as horses die. Moreover the novelty of their use would most likely help to

secure the services of good carriers. If the Government were unwilling to make the trial of local distribution on the ordinary terms of drop letters, viz., on the free delivery principle, which Postmaster-General James proclaims 3-To remitting money orders, receiving to be a sure source of revenue-they might renmoney on deposit, (savings banks) and lastly | der the receipts more apt to cover the expenses by deciding that all local letters, the senders of which would desire them to be distributed at ment of the age, the task of a Post-master Gen- private residences, a domicile, would have to e prepaid by a double tax, i.e., two cents; and evidently nobody would refuse to pay an the look out and ask the Government to be extra cent for the advantage of the corres-

Moreover the editors of newspapers, who at present have to pay each their own distributors, distances from the offices, would probably be quite willing to secure a more extended and relinble mode of delivery and thereby a greater Postal Union. A frequent consequence of the sent mode. They then would gladly adopt the accession of second class countries to the Union | intermediary of the regular, faithful and responhas been an augmentation of expenses, together sible postal letter-carriers, and turn over to the with a decrease of receipts. This however, must post office, in the shape of a slight postage on not stop a Postmaster-General for two reasons : each paper, the money they are now spending ages of the system and the augmentation of traf- for to the post either in the French mode, a special postage stamp being affixed on each paper, or in the English or American style, by

contracts, payable monthly. As the letter-carriers would also have to distribute foreign mails, in which many articles insufficiently prepaid may have to be paid by the receivers, to avoid delays that might occur from the difficulty ter to pay for it out of the public finances so as to deliver the taxed correspondence, except to carry the service to its highest point of per- against payment in ready fractions of money

Letter-carriers are generally bound to carry a

According to the rules based on long experience, it has always been found that, if the wearing of a uniform is not necessary for the of revenue or not, or whether it should not more | postal officers in the office, it is best to insure proper consideration to letter-carriers by a clear distinctive sign, generally a hat or cap of uniform, " In many civilized countries, from like the soldier's ; furthermore they are to be con-"Moulties, the Post-office has never | sidered as sworn public servants, and eventually

as the United States have. The modest he regularly visited and degrees.

to be mailed or distributed in town. These tation if the angle of descent exceeds eight (8)

6 Chang Sun, Labaina S Woo Chong & Co. Beretania Street, Honolulu degrees. ment of about \$400,000, and yet this same coun-

Two general kinds controls the sitter-boxes prevail in rural purposes, shut by a door box, usually for contents of which are taken out book and the expenditures will be incurred, it is true, but also new receipts will be made, specially if the Gov-ernment promptly introduces some of the most the mechanical box, by which the carrier and approaching you the other is receding you, and 22 Kaswa, Hijo able to handle the letters, which from the box urgent improvements which can be suggested direct into the bag carried by the agent, and this turning any angle and virtually serving the same bag shuts automatically when taken away from tracese as two (2) miles of any other means of come as soon as possible, but in their time, for the box and can be opened only at the central the box and can be opened only at the central in length. Id, the rope is in reality two miles it is not a necessity to make at once all the office. This is to prevent robbery of letters, modifications possible. All the Post-office Two systems have been invented on this auto-Administrations of the world have proceeded matic principle: the Swedish, very complicated, gradually or partially, and their efficiency expensive and easily put out of order, and the Italian, the adoption of which I should recom-

has improved with their prudence; new sugmend, if it was deemed necessary to use here gestions have often been tried between a few local Post-offices only before being adopted such costly contrivances. The question of the isolated letter-boxes brings us to say a word of the mouths into which the letters are thrown in at the Central Post- he did it after they had paid their bets. Make office. Two are now in use without any special a difference with a man's fighting whether he's attribution; letters for the islands or for the mad or not. The first question which naturally presents attribution : letters for the islands or for the mad or not. itself to the attention of the Hawaiian Adminis- foreign mails are dropped in promiscuously. If tration is that of the Postal Manapoly. All governments reserve to their Postal Administration this matter, the public would be required to

all are very jealous of this privilege, the more serving one of the mouths for the internal letters. so even as the more perfect are the postal insti- and the other specially for theforeign mail with tutions. Heavy penalties are edicted against all proper indication outside, as to their separate unlawful carrying or distribution of articles fall- use. Another mouth might specially be opened ing under the postal privilege. Here it seems for the late letters of which we shall treat herethat more stringent prohibitions for carrying after. The special attributions of the different letters from one island to another, outside of the mouths, unimportant in ordinary times, would Post-office ought to be enforced, except in cases | be very useful in the burried times of mail days,

INTER-ISLAND DISTRIBUTION About the inter-island distribution and overland services, I have found in the foreign practise only two suggestions noteworthy. That those services might be extended and improved, is not gested, from the practise of foreign administra- | doubtful, but the acting according to the wants tions, to improve the actual mode of reception of the different localities is the best guide in the with all the rapidity compatible with the man- other islands. I shall refer to the part treating of

FLOATING OFFICES. The most important suggestion about Intersland communications to be derived from foreign examples is the creation of what I shall be allowed to term floating offices. The invention of rapid communications by railways and steamthe institution the "route agent" service and moving post-offices, "bureau ambulants," viz., accordingly. places in the railway cars and on the ships where selected postal servants handle the mail matter, and prepare the different packages that are to be left at intermediate points. By this neans, on a railway or on a river or coasting line, correspondence from one point to another can be immediately distributed without going to the extremities of the line. An application of this system would be very useful here, on board some of our local steamers for the inter-island ommunications, and letters from Hawaii to Maui, or vice-versa, could be distributed without having, as now is the case, to pass through Honolulu. Probably, at first, one officer would be sufficient for each trip; and perhaps, for making the trial, he might be selected among the officers of the ships themselves, properly compensated by the Postal Administration, and responsible to it. In support of this innovation, I shall only refer to one of the most power-ful arguments in favor of the letter-carriers;

fu nishing facilities for the quick distribution of mails acts as an incentive to the writing of letters which otherwise would have remained unwritten." Moreover, in reference to this very same "route agent" system, the General Superintendent of Washington says : " All the records of the Department show that every increased facilities for the exchanges of mails have been followed by an increase of revenue far greater than the expenditure" . . "the expense of salaries to the route agents is more than made up by the augmented revenues," "MESSAGEBIES."

In prevision of the accession of the Hawaiian Kingdom to the Convention of 1880 on the Parcel Post, as will be seen further, it will be necessary to give to the overland messengers extra facilities for carrying enlarged and heavier mails, and exact from them more regularity than absolute necessity for this community, it would shown at present. It will therefore, be well for the Administration to study what features could be introduced here of "Messageries" or "Dililetters, beginning at first with only one distri- gences" system of Europe-such as principally bution a day. To produce at once the greatest | worked on a large scale by Germany and Switzerimportant localities, might be furnished with a The Honolulu territory might be, for this pur- very light car instead of a horse only. On these sose, divided into five districts :- Honolulu | cars, one or two seats might be managed for the entral, right and left of Fort-street; Nuuanu | public, and the fare, whether going to the Messenger (American plan) or to the Postal Administration (European plan) would help to pay the expenses and maintenance of those postal lines, whilst better and quicker communications for the mails and convenient accomodation for the travellers would be insured. And if regular strategical roads or tramways were established around attention of the authorities to the fact, officially the islands, it would be the duty of the Departrecorded in the journal L'Union l'ostale, that ment to see according to the European examples, during the past year, in a great many localities whether for the good of the public and the in-of the British Kingdom, to give relief to the terest of the Treasury, all these new arteries of communication ought not be used by the post, on foot, and to accelerate in a very notable pro- | not only for the transmission of mails, but also for the regular conveyance of travellers. (To be continued.)

What the People Say.

[We invite expressions of opinion from the public upon all subjects of general interest for insertion under this head of the ADVERTISEL. Such communications should be authenticated by the name of the writer as a gua-rantee of good faith, but not necessarily for publica-

Our object is to offer the fullest opportunity for a variety To all inquirers we shall endeavor to furnish informa-tion of the most complete character on any subject in which they may be interested.]

Wire Ropeway.

Mr. Editor, - The system of transporting material by means of an endless traveling wire rope has been well and thoroughly tested during the past ten years (10) under a variety of circumstances which have proved its economy, simplicity and advantages. The "Endless Ropeway" introduced in the year 1871 by Mr. Hallidie has been in operation

for ten years (10) and proved itself in every way the most reliable, economical and simple mode of conveying material of all descriptions that can be conveyed in reasonable sized packages. The principles of its operations will bear the strictest criticism, and an examination of the same by skilled and scientific mechanics will demonstrate the great advantages over the many methods now in operation for similar purposes, Its mode of operation may be briefly summe as follows : "An endless wire rope is supported at intervals of from 150 feet or more on grooved wheels or sheaves, which are secured to the ends of cross arms elevated on suitable posts or towers about sixteen (16) feet above surface obstructions of the ground. The bights of the endless rope are placed around end sheaves, or grip pulleys, placed horizontally, one at each

xtremity of the line. The endless rope is thus passed around horizontal end sheaves or grip pulleys, and is sup-ported between these end sheaves at proper intervals, on beaming sheaves of such proportions that the friction is reduced to a minimum. The office of the end or grip pulley is to transmit power to or from the endless rope, so that the rope cannot slip in the grooves of the pulley and the speed of the rope can be regulated by it. The conveyers or carriers used for moving the material, the form of which is regulated by the character of the material to be moved and attached to the rope by means of steel clips of peculiar form at distances regulated by amount of material to

It will be seen that when the rope is set in motion, either by gravitation or other motive power, the rope moving at an uniform rate of speed of about two hundred (200) feet per minnte, it will carry with it the conveyers, which can be loaded as they pass, and at the point of of discharge are unloaded automatically.

In the adaptation of this system for transorting canes, that portion of the line required or loading, is brought to within easy reach of the persons who place the canes in the containers as they pass. By placing the containers fifty (50) feet apart-each containing two hun-

Special necessities exist for the use of the Hallidie system in all countries where the obstacles to railroads or other methods are difficult to overcome, or when a cheap and certain line of transport is required to work at all times and is not effected by heat, cold, or rains, A 20 Ao, Piibonus, Hilo can be so arranged, moving in any direction,

AFTER two Western they got together for an amathters had fought, affair, and before they got thross chat over the and sailed in; and the man who got got mad the ring licked the winner of the fighted in he did it after they had paid their bets. Makes & Ahoi, Waikiki

The best Percale shirts, extra currs and

BY AUTHORITY.

DICITIC COMMMERCIAL ANVEDTICED ADDIT 15



Notice is hereby given that I. B. Patenson, Esq., is appointed Assistant Postmaster General and Chief Clerk of the Postal Department of this Kingdom JOHN M. KAPENA.

Postmaster General. WM. N. ARNSTRONG. Minister of the Interior.

Gen. P. O., Honolulu, April 10th, 1882. ap22 4t Official notification having been made to this Department by Mons Henri Feer, Consul and Commissioner of France, that, by virtue of powers conferred upon him by the French Consular Regulations, he has appointed Mons. Louis Guinear to fill the Office of Actng Chancelier of the French Legation in this Kingdom. Notice is hereby given, that the said Mons. Louis Guibert has been recognized as Acting Chancelier of the ships has necessitated in all civilized countries French Legation, aforesaid, and all persons are required to take notice of this fact, and respect his authority W. L. GREEN.

Minister of Foreign Affairs. Department Foreign Affairs, Honolulu, April 11, 1882.

Notice.

J. E. Keaweshawsii has been this day appointed Pound Master for the District of South Kona, Island of Hawaii,

Governess of Hawaii, HILO, Feb. 28, 1882. Approved. W. N. AHMSTRONG.

Proclamation

WE, KALAKACA, by the Grace of God, of the Hawaiian Islands, King, do proclaim : That it is Our pleasure, in pursuance of Our Constituon, that the Members of the Legislative Assembly of Our Kingdom do assemble, at the Legislative Hall at Our Capital of Honolulu, for the dispatch of public business, at 12 o'clock moon on SATURDAY, the 29th day of April, A.D. Eighteen Hundred and Eighty-two. Given under Our Royal Sign Manual, at Our

Palace in the City of Honolulu, this 21st day of February, 1882, and the Ninth Year of Our Reign. KALAKAUA REX.

By the King The Minister of the Interior, W N. ARMSTRONG. HONOLULU, H. I., Feb. 11th, 1882.

JOHN H. BROWN, Inspector of Weights and Measures, for the Island of Oahu .- 103 Beretania Street.

Orders may be left at the Police Station.

Pound Notice. Be it known that the Government Pound cated at Hookens, South Kona, Hawaii, has to the land of Kealia, in South Kona, Hawai to the land of Kealia, in South Kona, Hawai to the land of Kealia, in South Kona, Hawai to the land of Kealia, in South Kona, Hawai to the land of Kealia, in South Kona, Hawai to the land of Kealia, in South Kona, Hawai alove, by the Government road, where the land of the Mediater of the land of the land of the Mediater of the land of the la
d therewith.
ed therewith. Kekat
TALL TO THE BOOK AND THE WORLD TO THE BOOK AND THE WORLD TO THE BOOK AND THE WORLD THE
PAPERS. RACH, 2 oz. Limit or
NEW ROLE NOT TELLING HER ANY YEARS AGO, WHEN I hunting down on the South Brapch of the Rarie
hunting down on the South Brapch of the Rarie
hunting down on the South Branch of the Raric Cult's Mills, New Jersey. So one night we Coon to a large Sycamore or Buttonwood to where the old Coon went in. The hole was a dred and seventy feet from the ground. "Hold not you take off a few inches of that." No. I
Can unless that Carrisge Maker that establish Shop in Eighteen Ilundred and Saty-five in the comes down four or five years, I then will to five feet. At any rate the hole was so high to boys could get to it. We called on the owner he would not allow the tree to be cut. We had our blood was stirred. So we mustered a
fifteen of the best of US boys and went for the owere bound to have him anyhow. None of climb up to the hole, so we were puzzled what to gazed out the hole where the old Coon was, so how the company of
Approved. W. N. Armstr. Minist M. J. R. O. W. N. Armstr. M. J. R. O. W. M. Armstr. M. J. R. O. W. N. Armstr. M. J. R. O. W. W. J. D. D. W. W. J. D. W. W. J. D. D. W. W. J. D

List of Licenses Expiring in April, 1882. RETAIL-OAHU.

1 Wing Wo Tai & Co, Nunanu Street,
1 Alina, Waiawa, Ews
1 M McInerny, cor Fort and Merchant Sts,
1 Look Moon, Miller Street,
1 B F Ehlers & Co, Fort Street, J B Smyth, Moanalua Akaihuna, Waikiki-kai Yim Quon, cor Maunakea and Queen Sts Ah Leung, Nuuanu Street, 5 Akeong & Ah Fook, Beretania Street, 5 Dillingham & Co, Fort Street. C Hammer, King Street, J J Weik, King Street, J Nott & Co, Kaahumanu Street, Woo Chong & Co, Beretania Street, Huiohana, Kahana, Koolanpoko Pupuswa, Laie, Koolsulos

9 Pupuswa, Lake, Robinson
9 Chung Fas, Nuuanu Street,
1 Kun Wa, King Street, Palams
1 Ching Hing Choong, Nuuanu Street,
2 Goo Kim, Nuuanu Street,
4 Sen Chong, Nuuanu Street,
5 A Kraft, Hotel Street, Honolulu M Dickson, Fort Street, Long Kee, Beretania Street, John Goveire, Kalihi, Oahu Kwong Man Yuen, Nuuanu Street B Kockoe & M B Kookanaloa, Punalun 11 Sing Hop Sing, Hotel Street, 26 Aho, Waiau, Ewa 27 Daniel Hanley, Valley Home, Nuuanu

30 Ting Sang Tong, Maunakea Street, MAUL. 1 T H Hobron, Kahului 1 C H Dickey, Pais, Hamakusloa 14 J Grnnwald, Kipahulu, Hana 15 M G Correa, Kipahulu, Hana

28 Su Ping, Alakea Street,

27 Chong Sum, Lahaina HAWAII. 1 Tin Yik Tong, Hilo 6 Fac Chong, Niulii, N Kohala 7 Awana, Hilo 21 Apana Hapai, Hilo

22 On Chong & Co. Hanslel 23 Jas M Gibson, Hanslei 25 J M Wright, Kolos

19 Apana, Kuknihaele, Hamakua 26 Ing Chong, Kapaia, Lihue 7 Aloisu Kanas Kawathau 28 Nam Chong & Co, cor Maunakea & King Sts. Honolulu PORK BUTCHER.

WHOLESALE. 1 Wing Wo Tai & Co, Nunanu Street, Honolulu 18 H Hackfeld & Co, cor Queen and Fort Streets 4 M Kepoikai, Wailuku, Maui 12 G S Pinkham, Koloa, Kauai 13 E P Adams, Honolulu, Oahu

23 T J Hayselden, Kohala, Hawaii 4 Lokana, Molokai CAKE PEDDLING.

8 J R Holt J., Kons, Oak, ARMS.

SALMO.

SALE OF

GOVERNMENT LOTS KULAOKAHUA PLAINS.

On Wednesday, May 3rd, 1882, at 12 M., at the front entrance of Aliiolani Hale, will be sold at Public Auction, the following BUILDING LOTS ON KULAOKAHUA PLAINA, LOTS No's 417 AND 418 ON THE MARKASIDE OF LUNALILO STREET, IPSET PRICE, \$300 EICH.

Also ONE LOT of land containing 5 87-100 acres, mauka of and adjoining Lots 404 and 405, as per Government Survey Map of Kulaokakua Flains. Upset price \$800. Terms: One-fourth cash and the balance in one, two and three

years, with interest at 9 per cent per annum and mort-gage on the property. W. N. ARMSTRONG. Department of the Interior, April 1, 1882 and

SALE OF GOVERNMENT LANDS. KULAOKAHUA PLAINS

On WEDNESDAY, April 26th, at 12 M., at the front entrance of Altiolani Hale, will be sold at public auction 12 BUILDING LOTS, Nos. 221, 222, 223, 224, 225, 226, 248, 247, 248, 249, 250 and 251, situated on Beretania, Keeaumoku, and Young strects, Kulaokahua Plains, at an upset price of \$300 EACH. TERMS .- One-fourth Cash and the balance in one, two and three years, with interest at 9 per cent. per annum

and mortgage on the property WM. N. ARMSTRONG. Minister of Interior. Department of Interior, Mar. 21st, 1882. mar25 3t

DESIRABLE INVESTMENTS, EXE Minister of Interior CUTORS' SALE OF REAL

ESTATE BY VIRTUE OF AN ORDER OF SALE.
GRANTED on the 28th day of March, 1882, by the
Hon. A. Francis Judd, Chief Justic: of the Supreme Court, sitting as Judge in Probate. The undersigned will sell at Public Auction at the front door of Alitolani Hale, at 12

e'clock at noon ON WEDNESDAY, APRIL 26th. 1882. for cash, on execution of the Title Deeds All those 4 Lets of Land stuate on King street Honolain, within 15 minutes walk of the Post Office having frontages on King street, nearly opposite the residence of the late Joseph Cooke.

Lot I-Has a frontage to King street of 93 feet and a depth running S.W. 193 feet on the Puniwai side and on the N.K. running S.W. 193 feet on the Paniwai side and on the N.E. side 212 feet and in the rear on the S.E. 99 feet.

Lot 2—Adjoins Lot 1 and fronts on King street 93 feet with a depth of 212 feet along Lot 1, and on the makai side 99 feet and 231 5-10 feet along fence adjoining tane to King street.

Lot 3—Also fronting on King street, 91 feet with a depth of 131 feet along the fence running along the Lane to angle of fence Thence 8.E. 77 feet along the makai pertion of this Lot along fence. Phence 142 5-10 feet along Lot 4 to King street.

The Following Packets

Lor 4-Fronts on King street, 96 feet running S.W. 161 8-10 feet, thence running N.W. 96 feet along the makai pur-tion of the Lot; thence N.K. 152 feet to King street. Title perfect—Deeds at the expense of the purchaser. Clerk Supreme Court and Executor of the Will of Susan

Reynolds. March 28, 1881.

We May Go and See Those Nice Carriages

ROSE IS BUILDING! We Are Turning Out All Kinds of FAMILY CARRIAGES TOP PHEATONS. BUGGIES.

Everything that Runs on Wheels ALL KINDS OF Carriage Materials ON HAND AND FOR SALE.

- IN FACT -

Spokes, Hubs, Felloes and Bent Rims. IRON and COAL ALL KINDS OF IRON All Kinds of BLACKSMITHING

DONE AT SHORE NOTICE. Artesian Well Work PROMPELY ATTENDED TO. In fact, everything that is made of Iron, Wood Work, Painting, Trimming, Plating. Also, ALL KINDS OF HARNESS

Bridles, Collars, Hames I HAVE A CHOICE LOT OF COLONIAL SADDLES English and American Saddies, Curry Combs, Whips, I HAVE FOR SALE LOTS OF

Blue Rock and Carrier Pigeons,

Nice Berkshire Pigs. Pekin Ducks, Brown and White Leghorn Eggs, Three Dollars for 13 good, thealthy Fowls, I also have on hand a large lot of

CAT FISH.

Imported by me at great expense from the Deleware River, which I keep to GIVE AWAY. Parties having Large Ponds who wish to stock them with fish. They will do well in brackish or fresh water. Appone wishing these fish will please wend direct to me, and fley will be supplied. Shops on King street, Nos. 75, 77, 79, 81 and 83

ly on hand and For Sale Cheap. NOTICE. A LL. BILLS DUE TO THE UNDERSIGN-ED not settled BEFORE MARCH 1578. will be placed

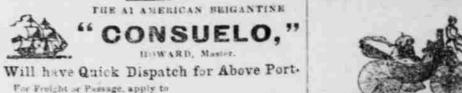
N. B .- All Kinds of FISH NETS constant

n the hands of a Collector for recovery fel8 tf WENNER & CO. NOTICE.

M ESSRS. BISHOP & CO., OF HONOLULU are duly appointed my Attorneys, in fact, to act for me throughout the Hawa lian Kingdom during my absence. Hoxolu , April 15, 1882. 13 A case of Palmer & Co.'s Ginger Ale will do you more good than a two weeks vacation.

New Advertisements.

FOR SAN FRANCISCO. GO AS YOU PLEASE THE ALAMERICAN BEIGANTINE



WM. G. IRWIN & CO., Agents.

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Will have Quick Dispatch for above Port.

A. FRANK COOKE,

OFFICE,

The Following Packets

KA MOI, GEN. SIEGEL.

FLAG:--Red, with White Ball!

PACIFIC MAIL STEAMSHIP COMPANY

FOR SYDNEY VIA AUCKLAND

THE SPLENDID STEAMSHIP

CITY OF SYDNEY,

DEARBORN, COMMANDER,

WILL LEAVE FOR THE COLONIES

ON OR ABOUT MAY 14.

For San Francisco.

THE SPLENDID STEAMSHIP

AUSTRALIA.

DEARBORN, COMMANDER,

WIII LEAVE HONOLULU FOR SAN FRANCISCO

ON OR ABOUT MAY 8th.

Goods for Shipment per Stenmer can now

be Stored, Free of Charge, in the Fire-proof

Warehouse near the Steamer Wharf, mar 4

Cunard Line.

ESTABLISHED 1840.

FOR LIVERPOOL:

RATES OF PASSAGE:

According to Accommodation.

RETURN TICKETS ON FAVORABLE TERMS.

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ts sailings precluding all possibility of delay in New York.

If Good Accommodations always reserved.

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123 FORT STREET.

GOODS DELIVERED IN ANY PART OF THE CITY.

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The Eureka Temperance House,

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CHOICE SELECTION

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WILLIAMS, DIMOND & CO.,

PROVISIONS.

FROM NEW YORK EVERY WEDNESDAY,

For Freight and Passage, apply to

THE ALAMERICAN BARK

NEWELL, Master,

THE PINE AMERICAN BARKENTINE

PERRIMAN, Mosser.

For Freight or Passage, appry to

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OMNIBUSSES!

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ARE NOW

RUNNING.

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OUR CITIZENS GENERALLY

Will find this new enterprise GREAT BENEFIT,

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Hack Fare. 4th -The Busses will be promptly on time, according to Schedule annexed.

3 rd -The charges solicited are less than one-half the r gular

Eight Tickets For \$1.00

Any Part of the Town ! WITHIN THE CITY LIMITS.

The Paty Homestead,

On Nuusnu Valley, will be one Terminus, and W. G. IRWIN & CO.'S OFFICE

Corner Fort and Queen streets, the other Terminus TIME TABLE!

Nuuanu Valley Route. UP TRIPS :- Leave W. G. Irwin & Co.'s C.15, 7,

and 9 P. M. DOWN TRIPS :- Leave Paty's Home tead, Nauanu Valley, 6.30, 7.30, 8.30 and 11 A. M.- 12.45,

8 and 10.30 A. M .- 12,05, 2, 4, 5.10, 6,30

2,30, 4.40, 5.40, 7 and 9.20 P. M. SUNDAY TIME TABLE! UP TRIPS :- Leaves W. G. Irwin & Co.'s 9 and 10 A. M .- 12.10, 2, 4, 6.30 and 8.15 P. M DOWN TRIPS :- Leave Paty's Homestead 9,30 and 10.30 A. M .- 12.45, 2,30, 4,30, 7,10 and

For Europe via New York. Beretania & Punahou St. Route. UP TRIPS :- Leave W. G. Irwin & Co.'s 6.10.

6,50, 7,45 and 10 A. M.-12,05, 2, 4,15, 5.10, 6,45 and 10 P. M. DOWN TRIPS :- Leave Panahon Street 6.30, 7,30,

8,20 and 10.30. A. M.-12,45, 2.30, 4.30, Two Sailings Every Week 5.40, 7,10 and 10,20 P. M. SUNDAY TIME TABLE!

UP TRIPS :- Leave the Stables, corner Fort and FROM BOSTON EVERY SATURDAY. Hotel streets, for Panahon street, Long Branch Baths, fare 50 ets., baths included-..... \$80 and \$100 GOLD A. M. -6.30 to Waikiki; 9.15, 10.15 and 12.15 .- 2 to Waikiki, 4 to Waikiki: 7 and Good accommodations can always be secured on application

DOWN TRIPS :- Leave Panahou Street 8, 9,30 and 10.30 A. M.-12.49, 2.39, 5.30, 7,15. and 9.05 P. M.

> JAMES DODD, Proprietor. Office Pantheon Stables, corner Fort & Hebri stw

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A large assortment of GENT'S, LADIES', MISSES' & CHILDREN'S BOOTS, SHOES & SLIPPERS.

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PARIS SLIPPERS. These Goods are of the LATEST STYLE and of the FENEST QUALITY ever imported into this Eingdom

PLEASE CALL & EXAMINE

the goods before purchasing elsewhere. Perfect WISHES TO INFORM THE PUBLIC FITS GUARANTEED at Prices which Defy Competition FRANK GERTZ.

> NOTICE. THE FOLLOWING NAMED PERSONS are the members who constitute the Company known by the name of "THE MOANALUA AND KALIHI TRAD-ING ASSOCIATION," doing business at Moanalua and Kali-KALAELOA KAHILIKAPUOLONO NAHOKU MIKOLAO KUAWAI KEOHOLOIKO OLELOINO ANTONE MAKANUT MAUI

PAAWELA MELEANA NAHOKU PELEHIWA NAALOHA KULUKULUALANI KALOKEKALEI KAHOOHULI KEKAULIKE KILINAHE KAAHANUL NOHOANULIILII KAAHAMAKANI KEAWE

HAELO Honolulu, April 11, 1882

KEAWE KUKALEHUAAIKULANI MELELIILII MELELIILII
J L K M KALANIKILO
KAANAANA
KAINAPAU
PALIKEA
MALEKA REONE PALIKUA KAANAANA 2 MAHI

RAMIANUL PAHUA BALUNALILITI II P LOHELANI Of Moanaius. I M KAIAPA W C HANIO.
W H J WAHINEAUA of Ka-

ADDRI of Ewa KAAHANUI (w) of Waislus.